





## Intimations.

### WHAT TO DRINK! AND THE TIME TO DRINK IT!

Before Breakfast.

**CHAMPAGNE BITTERS**  
AND  
**CROWN SODA.**

Before Tiffin.

**CHAMPAGNE BITTERS**  
AND  
**SHERRY.**

Before Dinner.

**THE SAME.**

At other times and at all times  
Champagne Bitters and Whiskey is  
good.

Stick to this advice and you'll  
never know you have a liver.

**WATKINS,**  
**LIMITED.**

Chemists and Aerated Water  
Manufacturers.

Hongkong, 13th August, 1901. [714c]

**GREEN ISLAND CEMENT COMPANY,**  
**LIMITED.**

**PORTLAND CEMENT.**

\$5.50 per Cask of 375 lbs Net ex' Factory.  
\$3.30 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st June, 1901. [10

**KELLY & WALSH, LD.**

Sole Agents in China, Japan, the Straits Settlements and the Philippines for the

**YOST TYPEWRITERS,**  
Three record orders have been received for the Yost after that machine has been thoroughly tested against all other makes, which proves that the  
**YOST IS THE BEST TYPEWRITER.**  
Price \$225.00.  
Hongkong, 21st September, 1901.

THE

**ROBINSON PIANOFORTE CO.,**  
**LIMITED.**

All the best known makes kept in Stock.  
The Greatest Assortment of Musical Instruments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

**WE HAVE BEEN APPOINTED**  
**SOLE AGENTS**

**MARTELL & Co.'s**  
**BRANDIES.**

ONE STAR	PER CASE	\$22
THREE STAR		28
V.S. O.P.		44
V.V.S. O.P.		80

**H. PRICE & CO.,**

Hongkong, 24th September, 1901. [952c]

**A. CHEE & Co.**

17A, Queen's Road, Central.  
ESTABLISHED 1859.

**FURNITURE DEALERS:**  
**IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;**

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [177c]

## To-day's Advertisements.

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SHANGHAI.

THE Steamship

"AUSTRALIAN,"  
Captain Helms, will be despatched as above on SATURDAY, the 28th instant, at Daylight. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 26th September, 1901. [1059c]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR SWATOW AND TIENTSIN.

THE Company's Steamship

"LOKSANG,"

Captain Lank, will be despatched as above on TUESDAY, the 1st October, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 26th September, 1901. [1039c]

**NOTICE TO CONSIGNEES.**

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Aradisa*.

From Persian Gulf, ex B.T. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 3rd October, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 26th September, 1901. [5

## To-day's Advertisements.

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd October, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 26th September, 1901. [1060c]

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wharfedale and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 3rd October, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY, Acting Agent.

Hongkong, 26th September, 1901. [1060c]

**AN APPEAL.**

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 22nd April, 1902.

**Intimation.**

**A. S. WATSON & Co., LIMITED.**

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

**CLARETS.**

ST. ESTEPHE.....\$ 6.90 50

ST. JULIEN.....9.00 80

LA ROSE.....12.90 100

CHATEAU HAUT BRION.....18.80 100

LARRIVET.....21.00 20

CHATEAU MOUTON D'ARMAILHAC.....25.00

CHATEAU PONTET CARRUT.....30.00

CHATEAU LA TOUR CARRUT.....42.00

CHATEAU LAFFITE.....48.00

These CLARETS are bought direct from the leading French growers.

The lowest priced are of exceptional value and guaranteed to be genuine product of the juice of the grape.

CHATEAU LA TOUR CARRUT

CHATEAU RAUZAN AND

CHATEAU LAFFITE

are commended to the notice of connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits genuine only when bought direct from the Colony or from our authorised Agents the Coast Ports.

A. S. WATSON & Co., LTD.

THE HONGKONG DISPENSARY.

## The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 26, 1901.

**NOTES AND COMMENTS.**

**France and Russia.**

The visit of the CZAR to France appears to have cemented still more firmly the alliance which has long been supposed to exist between the two countries, and Reuter's telegram of 23rd instant shows that so far as the Far East is concerned the allies are determined to work together. Russia has, we are told, signified her intention of co-operating with all her strength to the success of French enterprises in the Far East, and it is hardly to be supposed that France, on her part, has not made a similar promise.

Following close upon the heels of this telegram comes one which states that Russia is about to borrow money from her ally, and it does not require any very great intelligence to read between the lines and see that it is Russia who will ultimately benefit by the arrangement. France, it is well known, has designs upon Yunnan and the Two Kwangs, while Russia's present designs are concentrated in the North. Thus it is hardly to be expected that Russia will for a time abandon her march southwards to help France; while it is not at all unlikely that France, who has already pushed up north with the rest of the Powers, may be coaxed into assisting Russia for a time on the understanding that, so soon as matters are satisfactorily settled, Russia will return the compliment. Neither France nor Russia can be looked upon as successful colonizing Powers, and it would be a thousand pities to see any large portion of the Chinese Empire handed over to them. So soon as either became possessed of any portion of China, it would mean the closing of the open door against the trade of the rest of the world, and that is the great object against which Great Britain, as the first trading Power, should fight. It is to be hoped that if France and Russia work as we believe they intend to do, for the break-up of China, that the other Powers, with Great Britain at their head will signify their intention of maintaining the integrity of the Empire. We do not want China, but we want her trade, and the best way to maintain our hold upon it will be to prevent France and Russia seizing territory. What a pity it is that China is not in a position to help herself. Could a reformed Government be placed in Power and backed up by Great Britain and any other nation interested in maintaining China's integrity, then Russia might once for all be checked. But nations nowadays do not willingly enter into war on another's account without some assurance of ultimate gain. It does not pay to be too philanthropical nowadays, and it is doubtful if China could pay the price demanded for protection.

**REUTER'S TELEGRAMS.**

**RUSSIA WANTS MORE MONEY.**

LONDON, September 24th.

It is stated in Paris that a favourable opportunity only is awaited for the public announcement of a fresh Russian loan.

**A NEW CABLE TO THE PHILIPPINES.**

An American company has been formed to lay a cable from California to the Philippines, via Honolulu.

**THE RAIDERS IN NATAL.**

The raiding force of Boers in Natal appears to be returning to the East-north-east.

**PRESIDENT MCKINLEY'S ASSASSIN.**

Czolgors, the murderer of President McKinley, has been found guilty of murder. He will be sentenced on Thursday.

**THE CHARTERED BANK DIVIDEND.**

The Hon. T. H. Whitehead, Manager of the Chartered Bank of India, Australia and China, informs us that the following telegram has been received this morning from the Bank's head office in London:

"At the approaching meeting of Shareholders the Directors will recommend a dividend for the past half year at the rate of 10 per cent. per annum, free of Income Tax."

**LOCAL AND GENERAL.**

**THE ARMED ROBBERY CASE** was continued this morning, the police evidence being gone through and finished. The case was adjourned till Monday.

**THERE WAS ADMITTED** to the Mortuary yesterday the body of a man, Tse Hop, from the Woo Kee Matched in Des Voeux Road. The cause of death was fractured ribs and internal hemorrhage.

**WE NOTICE** Captain J. Groves, more commonly known by his disrespectful intimates as "Tommy Groves," is back in Hongkong with his wife and family of two. Whatever Captain Groves' intentions are, he knows he bears the good wishes of all his old friends.

**LAFFAN TELEGRAM** of Aug. 23rd says:

The Boer prisoners at Simonstown presented several serviette rings and a shield shaped brooch to the Duke and Duchess of Cornwall. The presents were made entirely from Kruger coins and were accompanied by an address.

At the Duke's request the donors were presented to their Royal Highnesses to-day at the Admiralty House.

**COTTAM & Co. for SILK SOCKS and PUMPS.**

**COTTAM & Co. for EVENING DRESS SHIRTS.**

**COTTAM & Co. for the LATEST SHIRTS and SOFT FELT HATS.**

## PARCEL MAILS for Europe, &c., per s.s. *Chianan* will close at 3 p.m. to-morrow, the 27th instant.

A NEW SERVICE CLUB—the Imperial Service as it is to be called—comes into existence as the result of the South African war. All who have served in South Africa, whether Regulars, Colonials, Volunteers, or Yeomanry, are eligible as members. The club has secured a good corner house at 84, Piccadilly for its home, and, with a strong committee of distinguished officers in various branches of the service, including Major Lord Rosmead and Sir William MacGinnis, should have a happy future. This makes the ninth service club in London.

**LAST NIGHT** about 11 p.m. a fire occurred in Austin Road, Kowloon. It appears that an old bungalow belonging to Messrs. E. D. Sassoon & Co., which had been unoccupied for some time, was being used temporarily as a dwelling house by some Chinese bricklayers. They had fixed up the roof with matting, which caught fire from a kerosene lamp they were using. On the arrival of the police it was seen to be hopeless to try and save the structure in the absence of water, and there being no danger of its spreading, it was allowed to burn itself out. The damage is estimated at about \$50.

**DR. LOUIS LENOEL**, writing to an Amiens paper, says he was introduced in 1900 to the ex-King of Dahomey, who was living, not in a fortress, but in a villa. Behanzin receives an allowance of £800 a year from the French Government and being thrifty is able to put a great part of this sum by. His son is one of the best pupils of the Lycee of St. Pierre, the chief town of Martinique. The royal villa, which is falling into decay, is unfurnished and filthy. Behanzin and his court sleep on mats, and the cooking is done in a verandah. Behanzin has with him his consort, two daughters, and a maid of honour who does the cooking. The royal executioner, who shared his master's exile, died a couple of years ago. Behanzin is free to walk about in town, but he does not use this privilege, as the native negroes, proud of their position as French citizens, insult their black cousin whenever they see him.

**LETTERS RECEIVED** at Portsmouth on the 23rd ult. from the Channel Squadron show that considerable dissatisfaction exists amongst the crews, owing to the sailors being deprived of the general leave of absence customarily granted in recognition of their arduous work during the naval manoeuvres, says a correspondent.

During the past three weeks the squadron has been at Berehaven, a cheerless spot, engaged in simple exercises, which the men contend might just have well been performed at Portland, while each watch in turn enjoyed a few days' leave.

As matters stand, however, they see no chance of obtaining general leave to visit their homes until November, when the squadron will escort the homeward-bound *Ophir* to Spithead.

There has been a serious epidemic of leave-breaking in the squadron since the conclusion of the manoeuvres, and one day recently about 140 sailors, who had gone ashore the previous evening on night leave, were improperly absent from duty.

A DISAGREEABLE INCIDENT has occurred at an hotel in Westminster, where some 200 Americans are staying, says a mail paper. Early next month the Methodist Ecumenical Conference opens in London, and delegates are beginning to arrive from all parts of the world. Those already here include some nine coloured men, only one or two of whom are actually negroes. All of them are highly educated gentlemen, two of them being native bishops, while one holds a professorship in the United States. Some of these delegates went to the hotel in question, and a few days ago six of the Americans—four gentlemen and two ladies—waited on the manager and requested him to send away the coloured visitors, intimating that if he could not see his way to do so, all the Americans would leave the hotel. The manager, after hearing the views of the deputation, took up a firm stand, and declared that he could not possibly accede to the suggestion. So long, he said, as the coloured gentlemen behaved themselves—and he had no reason to expect they would do otherwise—they had a right to remain, for the only conditions of admission to the hotel were good behaviour and punctual payment. The threat of the deputation was not carried out.

MR. BARTON WRIGHT and his Japanese company of exponents of Jujitsu, or, as it has been renamed here, Bartitsu, are performing at the Tivoli, says a home paper. The ease with which you can overpower a much stronger opponent affords considerable interest to the spectators. At a private rehearsal Tani and Yueniski, exponents of the art, satisfactorily demonstrated the practical uses it can be put to, the successful application of which depends upon a thorough knowledge of anatomy and leverage. Tani and Yueniski are small men, each weighing about nine stone, but are powerfully built and apparently have great strength in the legs, which play an important part in effecting the "throw." The falls on the stage that they took would be enough to stun an ordinary untrained person, but they did not even bruise themselves. One of them had a pole passed across his throat, and three men pressed down on it at either end, while Mr. Dowest balanced himself on the wrestler's chest. Any man, the muscles of whose throat had not been specially trained, would have been strangled. This wrestler actually twisted round under the load, shook off Mr. Dowest, and got his head clear of the pole. It was also found that, with the pole pressed against his throat by fairly active men, he could push them away easily.

**THE LONDON CHAMBER OF COMMERCE** have resolved to found a real system of commercial education, it being felt that if Great Britain is to hold her own in trade her future merchants must be better educated. Sir Albert Rolia is the chairman of the committee, which has prepared this new departure. Courses of lectures by practical business men will be given on practical business subjects. The machinery of commerce and the specialties of particular branches of it will form one division. Commercial law, history, and geography, banking, currency, and book-keeping will comprise another. Great stress is laid on the special encouragement which will be given to foreign languages. Clerks will be equipped not only to deal with correspondence but to become intelligent commercial travellers in the distant markets of the world.

**LIEUTENANT SPEKE**, who was in command of the *Viper* when she ran on the Alderney rocks during the late manoeuvres, has been simply reprimanded by the Courtmartial at Portsmouth, and the reprimand, as one may easily read between the lines, is of the gentlest and most technical description. In effect the view of the Court was that Lieutenant Speke, being engaged in a warlike service in which speed and secrecy were more important than safety, did not take the precautions which are incumbent on the captain of a South-Western Channel Islands passenger boat. In war-time, we trust, the lieutenants in charge of our destroyers will risk the dangers of strong tides and misty weather, and think more of the main object than of writing up their navigating records. That seems to be the sum of Lieutenant Speke's offence, which upon a calm review gives us renewed confidence in the spirit of our naval officers. For manoeuvres at sea are meaningless if none of the risks of war are taken.

**THE REASON OF THE SECOND ENQUIRY INTO THE COCHANE STREET COLLAPSE.**

We hear—on what should be very good authority—that the reopening of the late enquiry was not at the inception of the local Government. The report of the first inquiry was, we hear, considered so paltry and insufficient by the home authorities that very strong opinions were expressed by wire, and hence the enquiry which finished on Wednesday. If our information is incorrect, we hope the Government of the Colony will put us right.

**AT THE MAGISTRACY.**

**STEALING.**

Mangal Singh, head watchman of the Hongkong Cotton Mills, charged Cheng Lau Tai with stealing one bobbin and a quantity of cotton. The defendant said he was coming out and picked up a bobbin and was at once arrested. He was sent to goal for six weeks.

**A DESERTER AND VAGRANT.**

Albert Hind, an Englishman, belonging to the West Riding Regiment, was remanded on a charge of deserting his Regiment on or about October of last year. He was further charged with being a vagrant having no visible means of subsistence, on the Peak, on the 24th inst. He was also remanded on this charge.

**OPIMUM CASES.**

Wong Sing was fined \$100 for being in illegal possession of 5 taels of prepared opium. He went to prison for two months in default of payment.

Chan Sam was fined \$100 for having one tael, one mace of prepared opium and five taels of raw. He will also disappear from view for two months.

**A THIEVING COOLIE.**

Li Wing, a coolie, of Shamshui, was charged, on the information of Harnasjee Ruttonjee, a storekeeper, with stealing 70 cents, at Kowloon on the 26th inst. He was sent to goal for six weeks with hard labour.

**THE PLAGUE.**

Number of cases reported (Chinese) 1,558 up till noon of the 25th September, 1901. Other Asiatics 51. Europeans 31.

Number of cases reported (Chinese) 0 during the past 24 hours. Other Asiatics 0. Europeans 0.

Total number of cases reported to date 1,643.

Number of deaths reported (Chinese) 1,524 up till noon of the 25th September, 1901. Other Asiatics 36. Europeans 12.

Number of deaths reported (Chinese) 0 during the past 24 hours. Other Asiatics 0. Europeans 0.

Total number of deaths recorded to date 1,572. Since noon on Saturday last the cases and deaths are—

Cases Chinese 1, Other Asiatics 0, European 0.

Deaths Chinese 1, Other Asiatics 0, European 0.

Total 2.

The plague returns for last week were—

Cases 2, Deaths 2.

**NAVAL FLOATING WORKSHOP.**</

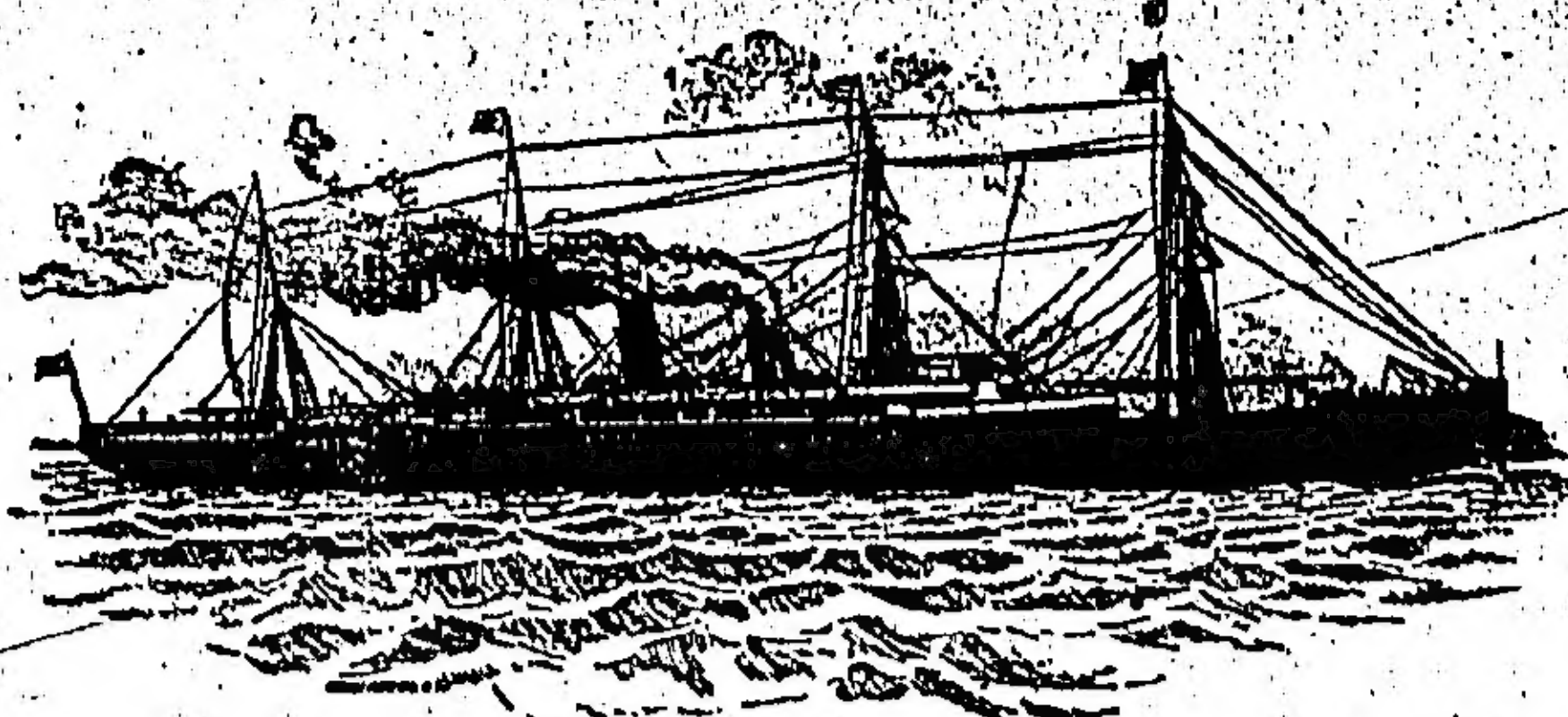






## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC" (P. M. S. S. Co.)	WEDNESDAY, 2nd October, at Noon.
"ALGOA" (P. M. S. S. Co.)	On or about the 5th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

\* Via MOJI, KOBE and YOKOHAMA.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, special rates (first-class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received in full until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

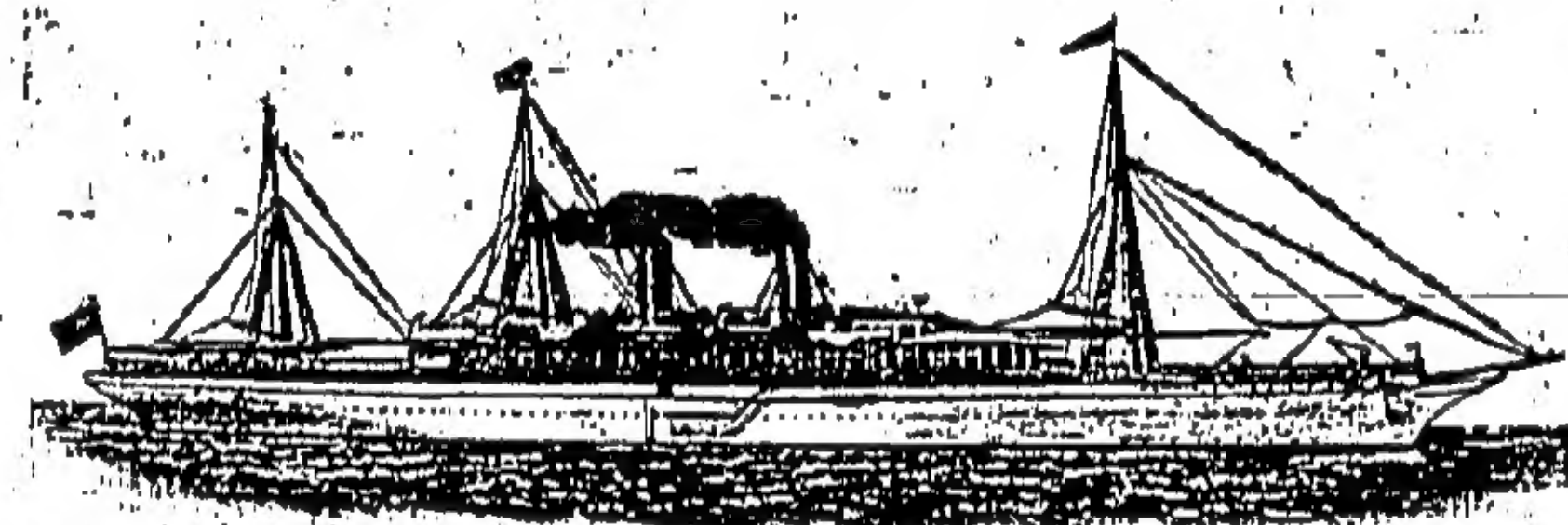
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th September, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.	WEDNESDAY.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Brochures, Rates of Passage, &c., apply to D. F. BROWN, General Agent, Fidler's Street.

Hongkong, 25th September, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
ARABIA	HAVRE and HAMBURG.	5th Oct.	Freight.
Sachs	(Calling at SINGAPORE and COLOMBO)		
KOENIGSBERG	HAVRE, BREMEN and HAMBURG.	19th Oct.	Freight and Passengers.
Christiansen	(Calling at SINGAPORE and PENANG)		
BAMBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
Zurbonen	(Calling at SINGAPORE and COLOMBO)		
SEGOVIA	HAVRE and HAMBURG.	16th Nov.	Freight.
Foerck	(Calling at SINGAPORE and PENANG)		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zachert	(Calling at SINGAPORE and COLOMBO)		
SUEVIA	HAVRE and HAMBURG.	14th Dec.	Freight.
Bojck	(Calling at SINGAPORE and PENANG)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 26 September, 1901.

## Insurances.

"L'UNION"  
FIRE INSURANCE COMPANY, LD.  
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.  
Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 17th July, 1901.

"The Time to get  
Oake is When it  
is Passing."

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price.—Do you know when your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,  
The  
Equitable Life Assurance  
Society,  
Hongkong.

Hongkong, 20th September, 1901.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept FIRST CLASS FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1895.

## To be Let.

TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to PUN HUNG, 85, Queen's Road Central.

Hongkong, 17th July, 1901.

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE, 298, Des Voeux Road Central.

Hongkong, 5th September, 1901.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

GODOWN—No. 5A, DUDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

A HOUSE IN KIPON TERRACE.

Apply to "THE RETREAT" MOUNT KELLET.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 31st July, 1901.

## For Sale.

## A SPECIAL SALE

WILL BE HELD AT THE ITALIAN CONVENT, on behalf of the poor Orphans from the 23rd instant, at 2 P.M., to the 28th, of Ladies' and children's underclothing and other useful and embroidered articles suitable for birthday presents &c.

The prices will be marked on every article. The Superintendess hopes to receive and merit a large share of public patronage.

ITALIAN CONVENT, 20 CAINE ROAD.

Hongkong, 9th September, 1901.

## FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply

"STEAM," 610 The Hongkong Telegraph.

Hongkong, 10th August, 1901.

## FOR SALE, CHEAP.

A COTTAGE PIANO BY BORD, OF PARIS, Three years old, in Excellent Condition.

For Price, &amp;c. apply to

THE ROBINSON PIANO CO.

Hongkong, 17th May, 1901.

## THE ROBINSON

## PIANO CO., LIMITED.

## BEST VALUE IN

## PIANOS.

## MONTHLY PAYMENT SYSTEM.

Hongkong, 10th August, 1901.

ANOTHER STABBING AFFRAY  
AT SINGAPORE.A BEACHCOMBER KNIFES THE SAILORS'  
HOME WATCHMAN.

About 10 o'clock last night, says the *Strait Times* of 18th instant, an Irish-American named McGann, said to be a beachcomber, attempted to force his way into the Sailors' Home where he was not residing at the time. Aomad Sah, the Kling watchman on duty at the gate of the Home, prevented him entering the premises, and there upon a dispute ensued. Then McGann deliberately drew an ordinary penknife from his pocket, and stabbed the watchman over the heart, in the ear, on the shoulder, and inflicted two or three other wounds on his body. The unfortunate Kling shouted for help and McGann ran away. He was at once pursued by some European sailors who were staying at the Home. But McGann evaded capture, and one of his would-be capturers, a German, received a wound in the shoulder. Some European policemen who were in Police Bahr, next door to the Sailors' Home, heard the noise and went to the assistance of the watchman. Sergeant Connor, the Gunpowder Inspector, found the watchman streaming with blood and, having ascertained from him the direction in which his assailant had gone, he also gave chase. McGann tried hard to outdistance the police officer and dashed along Coleman Street into Hill Street. He, however, was no match for the Sergeant, who wears a medal which he won in Ireland some time ago for the 100 yards Championship. The race had lasted more than a quarter of an hour however, ere Sergt. Connor came up with his man near the steps at Fort Canning and arrested him. On searching him a razor was found in his possession. After he had been conveyed to the lock-up the Sergeant returned to the place where he arrested him and, in a dim close to the spot, he found a bloodstained penknife. The watchman was sent to hospital and it is thought that, although his wounds are serious, he will recover.

This morning McGann was arraigned before Mr. Sarwar at the Police Court and was remanded till the 25th to allow the prosecutor to appear in Court.

THE CHINESE MISSION OF  
APOLOGY TO JAPAN.

H. E. Na Tung, Chinese Ambassador of Residence for the murder of the late Chancellor Sugiyama, with five of his suite, were received in the Phoenix Hall at 10.30 a.m. on the 13th inst. by His Majesty the Emperor, says a recent *Kokumin Shinbun*.

The Ambassador first read a note which explains his mission entrusted by the Emperor of China. He wishes that the Great Emperor of Japan will endeavour to maintain peace of the East.

Then Mr. Na Tung handed to His Majesty a letter of apology written by the Emperor of China. In this letter, the Emperor Kansu stated that the outrage of the 5th moon of last year came unexpectedly and Chancellor Sugiyama lost his life. The Emperor of China sincerely regrets that he could not prevent the disturbances forthwith. He further thanks our Emperor for sending troops to the Capital and expressing always impartial views in connection with the negotiations, thereby easing the minds of the populace and assisting in the essential way the re-establishment of peace in the East. Finally he hopes that the Great Emperor will be good enough to keep the old friendship, forgive the crimes recently committed.

In reply, the Emperor of Japan accepts the apology for the murder of Chancellor Sugiyama by Imperial soldiers. He expresses his hope that the relations with China will become closer than before. He also wishes the speedy realization of the great plans of reforming the state institutions on the part of the Emperor of China.

"CRIMPS" AND BRITISH  
CREWS IN AMERICA.

At San Francisco and nearly every other big American port, says a London paper, whole crews of British sailors are systematically kidnapped by crimps and sold again for large sums, sometimes as much as £10 per head. The British Foreign Office has been asked, and has consented, to petition the United States Government to pass some Federal law which shall abolish or diminish this terrible state of affairs.

The Shipping Federation has been interesting itself very largely in the matter. In England a boarding-master—that is to say, the keeper of a lodging-house for seamen—is not allowed to go on board any vessel in port, and can be arrested for either harbouring deserters or for inducing them to desert. The skipper of practically every British merchant vessel which enters an American port is deserted by the bulk of his crew through the bribes, threats, and physical compulsion of the "boarding-masters," who get the men down to their house—often disguised with the title of "Sailors' Home"—and fill them with drink.

The British Consul at the port can do nothing, for, although he has the power to order the arrest of any deserters, the capture has to be effected by American policemen, and there is generally considerable difficulty in finding the culprit before the vessel is due to sail. If the skipper of the vessel likes to waste time hanging about the port for a week or more, he may succeed in getting together a scratch crew on his own initiative, but they will probably arrive on board in a very battered and beggarly condition. He cannot afford to do this, he has to go to a "boarding-master," which may be anything up to ten-pound note for every sailor supplied. In any case the skipper will find having paid large sums of money to the boarding-master, who has secured the crew of the vessel which is lying alongside his own, in harbour, and that the skipper of the other vessel has secured his crew for a similar sum.

## GIRAULT'S TABLE DELICACIES.

## NETHERLANDS INDIA.

## HOW TO MANAGE A SULTAN.

The Sultan of Lingga and Rhio has paid a visit to Java, and has had an interview with the Governor-General. The Sultan had long kept aloof from direct relations with the Netherlands India Government, to which he is vassal. His father and predecessor was still more averse to any such dealings. Matters only began to mend in 1900, when a new Controller took charge of the district. He had great difficulties to contend with. The native headmen thwarted him, and they were backed by influential parties at Singapore. The Controller succeeded in winning them over, and then did them a good turn financially and fiscally. The Sultan is now won over, and is making a tour in Java as token of submission.

## PRESTIDENCE.

Cholera is now raging at Sourabaya, Samarang, and Batavia. At the date of last advices it was reported to be on the decrease at Batavia. It is pointed out that the death statistics published fall below the true figures. Relations of native patients who had died of the disease often do not report the deaths, from fear of the Government burning the dead people's belongings. They object to giving up a portion or the whole of their inheritance to meet sanitary ideas which go beyond their limited understanding. The Government have taken measures to check the spread of the epidemic. A rich Chinaman at one place has undertaken to meet the expense of supplying medicines to Chinese patients. At Samarang, the Chinese sought to ward off the disease by processions with idols and with firing of crackers. This, they fancy, will frighten away the cholera demon.

## SUSPICION.

The suspiciousness of the natives in Java is readily aroused by anything unusual about the ring of gold. The counterfeiting of coin is nothing uncommon there. The other day some gold pieces bearing the image of Queen Wilhelmina were rejected by both Javanese and Chinese, owing to the dullness of the ring. The coins, on examination, proved to be genuine, but they had been dented by having been often thrown upon stones and hard objects to test the ring. Many coins struck in her father's reign have also fallen short in the "ring."

A crying evil in Java is the insufficiency of the circulating medium, to the advantage of money-changers. The result is that, to meet the need, much spurious and counterfeit coin is current. The Government has the power to swell the volume of the currency, but sees no need for it.

## GENERAL.

A Chinaman in Java has hit upon the idea of utilising used matches by putting new heads on them, and has asked leave from the Government to turn the invention to his own profit. The hindrance is that the Government draws a revenue from a customs duty and an excise on matches. He was referred to the Director of Finance. It is said that the Finance Department intends to levy an excise on the Chinaman's tinkered lucifers. The point in dispute is whether the tax shall be as high on them as on new made matches.

The population of Java is over 26 millions. The island is over-peopled, and there is urgent need of emigration to the neighbouring islands which are collectively sixteen times the size of Java, but are only peopled by seven millions of inhabitants.

At Solo, in mid Java, the panther in the menagerie of Warren's Circus played a trick one night by getting out of its cage. It turned freedom to account by eating up a watchdog. The next morning the panther was found in the kitchen of the dog's owner, and was killed by a well aimed shot.

The Court of Justice at Batavia has granted the extradition of a Chinaman named Tan Bong Sai charged with murder at Singapore. The Straits Settlements Government had asked for the extradition. Tan Bong Sai was arrested in East Sumatra.

The falling quotations for tea have taken a bad effect on enterprise in that staple in Java. Tea planters there had of late larger outputs than in 1900, but their dividends are much smaller. Some of the planters talk of curtailing production as a remedy for the evil.

Work of laying a telegraph cable between Java and Banjarmasin in Dutch Borneo has begun. The telegraph office will be established at Banjarmasin.—*Straits Times*.

## A OATH CHISM.

(FROM A SANDAKAN CORRESPONDENT.)

(With apologies to "The Outlook.")

Scene. Jesselton Heath. Thunder.

Dramatis Personae. Ghosts of the late Robert Stevenson and of the late lamented Mat Salley.

Q.—What is a Rail-road?

A.—An expensive plaything.

Q.—But how used?

A.—Experimentally.

Q.—For what purpose?

A.—As a tin-opener.

Q.—I beg your pardon?

A.—To open the hermetical case and let prosperity out.

Q.—What is expected when the case is opened?

A.—Dividends.

Q.—Who makes Railways?

A.—Those who hope to profit by them.

Q.—Then they are not solely for the benefit of those who use them?

A.—Not solely.

Q.—In my country who is making the Rail-way?

A.—Messrs. P—L—G—&amp; Co.

Q.—And they profit?

A.—They and others.

Q.—Who are the others?

A.—That would be telling.

## RECORDED.

GIRAULT'S FRESH GOODS BY MAIL.

## WIRE NEWS.

## SOUTH AFRICA.

Reuters's Pretoria correspondent says that Lord Kitchener's proclamation has produced no very apparent results. The authorities are permitting the wives of the men in the field to go and warn their husbands of the consequences of resistance.

The *Daily Telegraph*, in a despatch from Pretoria, says they are authorised to state that Lord Kitchener is not going home and will finish his task. General Lyttleton replaces General Hildyard, who has gone home on furlough.

Boer laagers at Fouriesburg and Witkop have been captured, with wagons, cattle, horses and prisoners. General Barker's and General Elliott's columns have captured all Boer convoys proceeding to Bethlehem. De Wet and Steyn fled from Reitz on the approach of Colonel Rimington.

The Portuguese of Mozambique have seized at Ressano Garcia a large quantity of cartridges, powder, rifles, dynamite, and other warlike stores abandoned by Pienars, after the fighting at Koiniat Port.

Many arrests have been made at Johannesburg, including the former Third Public Prosecutor in the Transvaal, on charges of espionage, and it is believed, in connection with ex-Governor Krause.

Prominent Burghers of Pretoria will be compelled to accompany the trains of the Pietersburg line to prevent train wrecking.

Gensburg mine, in the Rand, restarts work this month with sixty strikers. The mines are recruiting native labour in the Pietersburg district, with the permission of Lord Kitchener, and natives are arriving freely.

The Cape Legislative Councillor Vandenhoeve has been arrested on a charge of concealing arms.

An armoured train has been derailed by Boers at Taungs. Three men were killed and five wounded.

## UNITED STATES.

The American authorities are convinced that the assassination affair is a deliberate plot, and are searching for suspicious men who immediately preceded Czolgorz, which is the assassin's real name, in shaking hands with the President.

Czolgorz was born at Detroit, and proclaims himself an Anarchist. He says he has no confederate, and is impatient. He is convinced that the United States Government is all wrong, and that the best remedy was to kill President McKinley. The prisoner shows no sign of insanity. Five arrests have been made, at Chicago and two at Cleveland.

Six men and three women have been arrested at Chicago, charged with conspiracy with Czolgorz to assassinate President McKinley, and three more men, alleged to be anarchists, have been arrested. Czolgorz has signed a confession, in which he says that he acted solely under the influence of anarchist literature and lectures. He declares that he had no accomplices.

Thousands of telegrams of sympathy have been received at Buffalo and at Washington, including one from King Edward, and others from Emperor William and other Chiefs of States.

## GENERAL.

The crime at Buffalo has extinguished French hopes of the Czar visiting Paris. The strictest surveillance on anarchists has been instituted in France, and long lists of undesirable have been prepared, who will be arrested on bogus charges before the Czar's arrival, and will be afterwards released.

The protocol has been signed at Peking. Friendly speeches were exchanged on the occasion. Prince Ching said he deplored the horrors of the past year, and declared that China would faithfully fulfil all her obligations.

A *Morning Post* message from Shanghai says that the punitive clauses of the Protocol have been reduced to a mere farce. The importation of arms has increased. The collection of the new taxes for the purposes of the indemnity has caused serious (?) rioting in Shanghai.

Count von Waldersee, in a farewell letter to General Gassel, dated 2nd June, thanks him for loyal and knightly support, and praises the excellent condition of the British and Indian troops.

A Times telegram from Shanghai says that the British garrison there is reduced to one native regiment, and the German garrison of 800 is extremely active, undertaking work indicative of permanent occupation.

There is good reason for supposing that the rumour of the appointment of Sir West Ridgeway as the first Governor of New South Wales under the Commonwealth is a mere canard.

King Edward has landed at Elsinore. The Czar, the Czarevna, the Dowager-Czarevna, and the Czarevich ceremoniously received His Majesty, who then proceeded to Fredensborg.











## NOTANDA.

## CALENDAR.

SEPTEMBER.		
Meteorological means based on fifteen years' observations to 1898.		
Barometer.....	29.755	
Thermometer.....	81.0	
Humidity.....	83	
Rainfall.....	13.482	
TO-DAY.		
WEATHER REPORT.		
Barometer.....	29.96	29.88
Thermometer.....	83	81
Humidity.....	75	64
Rainfall.....	0.63	

TO-DAY.		
Thursday, 26th September, 1901.		
Chinese—14th of 8th moon of 27th year of Kwang-shu.		
Sun—Rises.....	5hr. 52min.	
Sets.....	5hr. 52min.	
Moon—In Equator 2hr. 40min.		
High water—Morning.....	7hr. 43min.	
Afternoon.....	3hr. 12min.	
Low water—Morning.....	1hr. 28min.	
Afternoon.....	2hr. 11min.	

TO-MORROW.		
Friday, 27th September, 1901.		
Chinese—15th of 8th moon of 27th year of Kwang-shu.		
Sun—Rises.....	5hr. 52min.	
Sets.....	5hr. 52min.	
Moon—In Equator 2hr. 40min.		
High water—Morning.....	7hr. 43min.	
Afternoon.....	3hr. 12min.	
Low water—Morning.....	1hr. 28min.	
Afternoon.....	2hr. 11min.	

AGENDA.		
TO-MORROW.		
A. I. S. N. Co.'s steamer <i>Carinthia</i> leaves for Singapore, and Bombay.		
4 p.m.—N. Y. K. steamer <i>Rosetta</i> leaves for Manila.		
5 p.m.—I. C. S. N. Co.'s steamer <i>Yuen-sang</i> leaves for Manila.		

SATURDAY, 28th.		
Noon—P. & O. Co.'s steamer <i>Chusan</i> leaves for Bombay.		
Noon—Ordinary Meeting of Shareholders of the Douglas Steamship Co., at the Company's office.		
3 p.m.—I. C. S. N. Co.'s steamer <i>Lok-sang</i> leaves for Tientsin via Swatow.		
SUNDAY, 29th.		
Q. S. K. Co.'s steamer <i>Dai-jin</i> Maru leaves for Tamsui via Swatow and Amoy.		
TUESDAY, October 1st.		
3 p.m.—D. S. S. & Co.'s steamer <i>Lightning</i> leaves for Calcutta.		
9 p.m.—Regular Meeting of the Zeland Lodge at the Freemasons' Hall, Zeland Street.		
Cargo ex <i>Madra</i> Maru subject to rent.		
Cargo ex <i>Carinthia</i> subject to rent.		
Cargo ex <i>Richmond</i> Castle subject to rent.		
WEDNESDAY, 2nd.		
O. S. K. Co.'s steamer <i>Madra</i> Maru leaves for Amoy, via Swatow and Amoy.		
MONDAY, 7th.		
1 p.m.—M. M. Co.'s steamer <i>Natal</i> leaves for Marseilles via Bombay.		

SHIPPING GAZETTE.		
In future the <i>Telegraph</i> shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—		
August 23rd.		
Mr. Short is temporarily chief officer of the <i>Hatching</i> .		
Mr. S. Williams is appointed 3rd officer of the <i>Haitian</i> .		
Captain Evans is temporarily commanding the <i>Hatching</i> , vice Captain Davis on leave.		
Mr. Walters is appointed 3rd officer of the <i>Haitian</i> .		
Mr. Musgrave is appointed 3rd engineer of the <i>Thales</i> .		
Mr. E. Sayer is appointed 2nd engineer of the <i>Thales</i> .		
Mr. E. H. Kirman, late of American ship <i>Al Laguno</i> , is now 4th officer of the <i>Glengyle</i> .		
August 26th.		
Capt. Davis has resumed command of the <i>Hatching</i> .		
Mr. Evans, chief officer, has returned to the <i>Hatching</i> .		
Mr. Short, 2nd officer of the <i>Haitian</i> , has returned to that ship.		
August 30th.		
Captain W. Passmore has taken over the command of the <i>Haitian</i> .		
Mr. Walters has joined the <i>Haitian</i> as 3rd engineer.		
September 11th.		
The officers of the <i>Flandria</i> (Capt. F. Eichbaum) are—chief officer W. Schnake, 2nd E. Lehmann, chief engineer M. Biese, 2nd C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.		
September 20th.		
Mr. D. Bowie is acting and officer of the <i>Haitian</i> vice Mr. Short on leave.		
Mr. Attwood has joined the same ship as 3rd officer.		
September 23rd.		
The officers of the <i>Albatross</i> (Capt. Rattenbury) are—chief officer A. J. Motley, 2nd A. Fraser, 3rd F. M. Taylor, chief engineer J. Hill, and J. Potts, 3rd J. Wilson, doctor S. Cascard.		

SHIPPING AND MAIL NEWS.		
M.M.C. N.Y.E.		
Canadian ( <i>Empress of China</i> ) 30th instant.		
Indian ( <i>Kumbh</i> ) 1st prox.		
German ( <i>Sachsen</i> ) 1st prox.		
German ( <i>Preussen</i> ) 1st prox.		
American ( <i>Hongkong Maru</i> ) 2nd prox.		
American ( <i>China</i> ) 30th prox.		
American ( <i>Doris</i> ) 18th prox.		

The N. Y. K. Co.'s steamer *Sanuki Maru* (European Line) left Kobe via Moji for this port on the 25th inst., and is expected to arrive here on the 2nd prox.

HONGKONG AND WHAMPOA DOCK RETURNS.		
<i>Georges Valentine</i> .....	at Kowloon Dock.	
<i>Olympia</i> .....	"	
<i>Victoria</i> .....	"	
<i>Zafiro</i> .....	"	
<i>Clara</i> .....	"	
<i>Algoa</i> .....	"	
<i>Eliano</i> .....	"	
<i>Changsha</i> .....	"	
<i>Canton River</i> .....	"	
<i>Charterhouse</i> .....	at Cosmopolitan	
<i>Munchen</i> .....	"	

PASSED THE CANAL.		
Outward—30th August— <i>Anapa</i> , <i>Tenkai</i> , 6th September— <i>Salasie</i> , <i>Socotra</i> , <i>Hermiston</i> , <i>Prima</i> , 10th September— <i>Benlomond</i> , <i>Sachsen</i> , <i>Aidana</i> , <i>Segovia</i> , <i>Cholon</i> , <i>Pembroke</i> , 13th September— <i>Armand Behie</i> , <i>Shinano Maru</i> , <i>Nestor</i> , <i>Neckar</i> , 17th September— <i>Glengyle</i> , <i>Edrickdale</i> , <i>Forrester</i> , 20th September— <i>Peronia</i> , <i>Starburg</i> , <i>Japan</i> , <i>Rhipus</i> , <i>Hanyang</i> , 24th September— <i>Queen Christina</i> , <i>Erzerzug</i> , <i>France Ferdinand</i> , <i>Kiautschou</i> .		
Homeward—10th September— <i>Deucalion</i> , <i>Sado Maru</i> , 13th September— <i>Konig Albert</i> , 17th September— <i>Malacca</i> , <i>Acilia</i> , 20th September— <i>Oceanic</i> , <i>Hudson</i> , <i>Pelus</i> , 24th September— <i>Kawachi Maru</i> .		
Arrivals at Home—15th September— <i>Ambria</i> , <i>Dresden</i> , <i>Indra</i> , <i>Kanagawa Maru</i> , <i>Stuttgart</i> , <i>Santia</i> , 17th September— <i>Wargburg</i> , <i>Sado Maru</i> , 20th September— <i>Lutther</i> , <i>Castle</i> , <i>Deucalion</i> , 24th September— <i>Neckar</i> , <i>Konig Albert</i> .		

VISITORS AT THE HONGKONG HOTEL.		
Anderson, Mr. W. H.	Irving, Mr. E. A.	
Andrew, Mr. D. A.	Jackson, Mr. and Mrs. W. S.	
Angus, Mrs.	Jewett, Mrs.	
Arnold, Mr. H.	Johansen, Mr. and Mrs.	
Bailey, Mr. W. S.	Joseph, Mr. and Mrs.	
Barlow, Mr. H. J.	Boh, Mr. J. S.	
Bell, Mr. J. S.	Kaisch, Mr. E. A.	
Bonner, Mr. A.	Kiene, Mr. and Mrs. F.	
Brown, R. E., Major W. B.	Lazarus, Mr. N.	
Bullard, Mrs. W. H. T.	Littledale, R. E., Major R. P.	
Bullard, Master B. T.	Long, Mr. & Mrs. D. M.	
Buller, Mrs.	Macdonald, Mr. D.	
Bustow, Mr.	Mackie, Mr. Gordon	
Cameron, Mr. D. H.	Marlow, Mr.	
Carre, Mr. R.	McLellan, Mr. and Mrs. E. E.	
Clark, Dr.	Michael, Mr. S. J.	
Cole, Mr. C. E.	Mora, Mr. and Mrs.	
Colombo, Mr. G.	Munro, Miss	
Colson, Mr. J. S.	Parfitt, Mr. W.	
Cylander, Mr. M.	Pearse, Dr. W. W.	
Denechere, Mr. P. C.	Perry, Mr. S. D.	
Devilbiss, Mr. D. M.	Pitcher, Mr. A. J.	
Discombe, Mr. G. M.	Price, Mr. H.	
Durehill, R. A., Major	Quennell, Lieut. W. A.	
Durehill, Capt. & Mrs.	Reid, Mr. L. R.	
and child	Robertson, Mr. W. R.	
Dyson, Major P. S.	Rouse, Miss	
Edwards, Mr. F. W.	Schouw, Mr. C.	
Elliott, Mrs. E. M.	Sergeant, Mr. P. W.	
Fernald, Mr. and Mrs.	Simpson, Mr. A. E.	
Field, Mr. A. G.	Smith, Mr. T. J.	
Fischer, Mr.	Smith, Mr. and Mrs.	
Franklin, Mr. and Mrs.	Howard	
Gibson, Mr. Kennedy	Smithers, Mr. R. G.	
Glover, Mr. C.	Snawin, Mr. E. A.	
Grant, Mr. John	Sontinon, Mr. O.	
Groves, Mr. and Mrs.	Stafford, Mr. T. C.	
and 2 children	Symons, Miss	
Guignard, Mr. E.	Taylor, Mr. D. G.	
Hamilton, Mrs.	Thomas, Dr. and Mrs.	
Harford, Capt.	Tubby, Mr. H. M.	
Hawkins, Mr. J. A.	Trobe, Mr. N. G.	
Hay, Miss	Wakeman, Mr. G. H.	
Hay, Hon. W.	Watts, Mr. and Mrs.	
Hedford, Mr. R. G.	Frank W.	
Houten, Mr. J. van	Whitley, Mr. W. J. G.	
Howard, Mr. Thos.	Whitton, Mrs.	
Hovkins, Mr. and Mrs.	Woolton, Mr. E. J.	
H. L.	Young, Mr. J. S.	
Hughes, Mr. W. K.		
Huke, Mr. A. N.		
Hutchison, Mrs.		
Inges, Capt.		

VISITORS AND RESIDENTS AT THE PEAK HOTEL.		
Bacon, Miss	Logan, Mr. J. W.	
Baillon, Mr. J. F.	Martin, Mr. R.	
Beattie, Mr. James	May, Mr. A. J.	
Bonarr, Mr. J. W. C.	McDermott, Mr. A. P.	
Brown, R. E., Col. L. F.	McMillan, Mr. & Mrs.	
Brayne, Mr. H. F. R.	Miller, Mr. and Mrs.	
Brusse, Mr. G.	Pitt, Mr. John, R. N.	
Collard, Col. A. W.	Follock, Hon. H. E.	
Cookenden, Col.	Quisthoff, Mr. M.	
Crann, Mr. George H.	Rumsey, R. N., Hon.	
Davies, Mr. W.	R. Murray	
Davies, Mr. and Mrs.	Sawyer, Mrs.	
and children	Stachin, Mr. A. G.	
Drake, Capt. and Mrs.	Stokes, Mr. J. S.	
Dixon, Mr. F.	Thomson, Mr. J. S.	
Ezekiel, Mr. J. S.	Wheeler, Colonel	
Forbes, Mr. Andrew	Wilgress, Mr. W. T.	
Graham, Mr. D. M.	Wilson, Mrs. W. and child	
Gumprecht, Dr.	Wright, Mr. and Mrs.	
Hamilton, Major	H. Taylor	
Jameson, Mr. Phillips		
Jeffries, Mr. H. N.		
Lee, Mr. J. E.		

CRAIGIEBURN.		
Bells, Mr. H.	Helm, Mr. W.	
Brown, Mr. and Mrs.	Langlands, A. O. D.	
H. Matheson	Capt. and Mrs. P. C.	
Crouch, Mr. J. W.	Pye, Mr. E. Burns	
Edwards, Mr. G. H.	Scott, Mrs. James	
Farrow, Capt. J.	Sisters, Govt. Civil	
Grimble, Mr. & Mrs. G.	Hospital	
Hamilton, Capt. and Surgeon	Mr. and Mrs. F. R. C.	
Mrs. C. E.		
Heenskeij, Mr. J. J. B.		

KOWLOON HOTEL.		
Connolly, Miss K.	Holden, Mr. Geo. H.	
Fernandez, Mr. & Mrs.	Holden, Capt. H. N.	
J. B.	Nobbs, Prof. A. P.	
Hargreaves, Mr. Herm.	Riegen, Mr. V.	
Harman, Mr. T. O. B.	Schmitt, Mr. C.	

EXCHANGE.		
Hongkong, 26th September.		
ON LONDON, Telegraphic Transfer.....	1/12	
Bank Bills, on demand.....	1/11 3/16	
Credits, 4 months' sight.....	1/11 9/16	
On demand, 4 months' sight.....	1/11 11/16	
ON BERLIN, (demand).....	M. 1/97	
ON PARIS, Bank Bills, on demand.....	1/244	
Credits, 4 months' sight.....	1/244	
ON NEW YORK, Bank Bills, on demand.....	67	
Credits, 30 days' sight.....	67	
ON BOMBAY, Telegraphic Transfer.....	144	
On demand.....	144	
ON SHANGHAI, Telegraphic Transfer.....	73	
Private 30 days' sight.....	nom.	
ON YOKOHAMA, T.T. ....	54 1/2 prem.	
Sovereigns, Bank's Buying Rate.....	50.32	
Gold Leaf 100 touch, per tola.....	53.30	
Har Silver.....	24	
Dollars.....	nom.	

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(SEPTEMBER 26th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation.....	\$ 125	\$605 sales
The Bank of China and Japan, Limited—(Preference).....	5	nominal
The Bank of China and Japan, Limited—(Ordinary).....	4	£0.15/
The Bank of China and Japan, Limited—(Deferred).....	1	£5.5
National Bank of China, Limited.....	8	\$28 buyers
Do. Founders.....	1	\$15 sellers
Marine Insurances.		
Union Insurance Society of Canton, Limited.....	\$ 50	\$340 buyers
China Traders' Insurance Company, Limited.....	25	\$60 sellers
North China Insurance Company, Limited.....	25	Tuels 1924
Yangtze Insurance Association, Limited.....	60	\$124
Canton Insurance Office, Limited.....	50	\$170
Straits Insurance Company, Limited.....	30	nominal
Fire Insurances.		
Hongkong Fire Insurance Company, Limited.....	\$ 50	\$140
China Fire Insurance Company, Limited.....	20	\$82 buyers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited.....	\$ 15	\$344 buyers
Indo-China Steam Navigation Company, Limited.....	10	\$137 buyers
China and Manila Steamship Company, Limited.....	50	\$50 sellers
Douglas Steamship Company, Limited.....	50	\$434 buyers
China Mutual Steam Navigation Company, Limited—(Preference).....	10	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary).....	5	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus).....	7.10	nominal
Star Ferry Company, Limited.....	10	\$244 buyers
"Shell" Transport and Trading Company, Limited.....	24	\$94 buyers
	1	£2 12/6 sellers
Refineries.		
China Sugar Refining Company, Limited.....	\$ 100	\$154 sales
Luzon Sugar Refining Company, Limited.....	100	\$36 sellers
Mining.		
Punjom Mining Company, Limited.....	\$ 9	\$5 sellers
Punjom Mining Preference Shares.....	1	\$1.25
Société Française des Charbonnages du Tonkin.....	Francs 250	\$325
Queen Mines, Limited.....	Cents 25	5 cents
Jelebu Mining and Trading Company, Limited.....	10	\$44 buyers
Raub Allain Gold Mining Company, Limited.....	10 18s. 10d.	\$44 buyers
Olivers Freehold Mines, Limited A.....	5	nominal
Olivers Freehold Mines, Limited B.....	5	nominal
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited.....	\$ 50	\$277 buyers
Hongkong and Kowloon Wharf and Godown Company, Limited.....	50	\$99 sellers
Wanchai Warehouse and Storage Company, Limited.....	37 1/2	nominal
New Amoy Dock Company, Limited.....	64	\$25 buyers
Lands, Hotels and Buildings.		
China Provident Loan and Mortgage Company, Limited.....	\$ 10	\$975
Hongkong Land Investment and Agency Company, Limited.....	100	\$190
Kowloon Land and Building Company, Limited.....	30	\$31 buyers
West Point Building Company, Limited.....	30	\$54 buyers
Hongkong Hotel Company, Limited.....	50	\$126
Oriente Hotel Company, Limited.....	50	\$55
Humphrey's Estate and Finance Company, Limited.....	10	\$134 sales
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	\$ 10	\$114 buyers
Ewo Cotton Spinning and Weaving Company, Limited.....	Taels 100	Taels 40
International Cotton Manufacturing Company, Limited.....	Taels 100	Taels 30
Laou-kung-mow Cotton Spinning and Weaving Company, Limited.....	Taels 100	Taels 45
Soy Chee Cotton Spinning Company, Limited.....	Taels 500	Taels 300
Yahloong Cotton Spinning Company, Limited.....	Taels 100	Taels 10
Cigar Companies.		
Alhambra, Limited.....	\$ 500	\$1,000 nominal
Philippine Tobacco Trust Co., Limited.....	50	\$50 nominal
Miscellaneous.		
Green Island Cement Company, Limited.....	\$ 10	\$21 sales
China-Borneo Company, Limited.....	15	\$38 sales
A. S. Watson & Co., Limited.....	10	\$14 sales
Watkins, Limited.....	10	\$10 sales
Hongkong Electric Company, Limited.....	10	\$11 sales
Hongkong Electric Company, Limited.....	5	\$64 sales
Hongkong and China Gas Company, Limited.....	10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited.....	50	\$172
Geo. Fenwick & Co., Limited.....	25	\$55 sellers
Hongkong Ice Company, Limited.....	25	\$183 buyers
Hongkong High-Level Tramways Company, Limited.....	100	\$275 buyers
Dairy Farm Company, Limited.....	6	\$8 buyers
Hongkong and China Bakery Company, Limited.....	50	\$50
Campbell, Moore & Co., Limited.....	10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited.....	1	\$1.10
United Asbestos Oriental Agency, Limited.....	4	\$10
Tebrau Planting Company, Limited.....	5	\$2 sellers
Universal Trading Co., Limited.....	20	\$107 buyers
Hongkong Steam Water-boat Co., Limited.....	5	\$8 buyers
China Light and Power Co., Limited.....	20	\$20 sellers
Robinson Piano Co., Limited.....	50	\$50
Manila Investment Co., Limited.....	50	\$50 nominal



## Post Office.

## A Mail will close:—

For Canton—Per *Honam*, to-morrow, the 27th instant, at 7.30 A.M.  
 For Shanghai—Per *Bengal*, to-morrow, the 27th instant, at 8.30 A.M.  
 For Taku—Per *Eridan*, to-morrow, the 27th instant, at 11 A.M.  
 For Macao—Per *Heungshan*, to-morrow, the 27th instant, at 1.15 P.M.  
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Rosetta*, to-morrow, the 27th instant, at 3 P.M.  
 For Hankow—Per *Robert Dickinson*, to-morrow, the 27th instant, at 3 P.M.  
 For Tientsin—Per *Kiukiang*, to-morrow, the 27th instant, at 4 P.M.  
 For Manila—Per *Yueniang*, to-morrow, the 27th instant, at 4 P.M.  
 For Canton—Per *Falshan*, to-morrow, the 27th instant, at 5 P.M.  
 For Bangkok—Per *Takung*, to-morrow, the 27th instant, at 5 P.M.  
 For Europe, etc., India, via Taticorin—Per *Chusan*, on Saturday, the 28th inst., at 11 A.M.  
 For Swatow, Amoy, Chefoo and Newchwang—Per *Changshu*, on Saturday, the 28th inst., at 4 P.M.  
 For Swatow, Amoy and Tamsui—Per *Daijin*, on Saturday, the 28th inst., at 5 P.M.  
 For Amoy, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Olympia*, on Tuesday, the 1st Oct., at 11 A.M.  
 For Singapore, Penang and Calcutta—Per *Lightning*, on Tuesday, the 1st Oct., at 2 P.M.  
 For Swatow and Tientsin—Per *Lokang*, on Tuesday, the 1st Oct., at 2 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Gaelic*, on Wednesday, the 2nd Oct., at 11 A.M.  
 For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Airline*, on Thursday, the 3rd Oct., at 10 A.M.  
 For Europe, etc., India, via Taticorin—Per *Preussen*, on Thursday, the 3rd Oct., at 11 A.M.  
 For Shanghai—Per *Taiwan*, on Thursday, the 3rd Oct., at 4 P.M.  
 For Shanghai—Per *Wosung*, on Friday, the 4th Oct., at 4 P.M.  
 For Manila—Per *Sungliang*, on Friday, the 4th Oct., at 4 P.M.  
 For Iloilo and Cebu—Per *Kailong*, on Tuesday, the 8th Oct., at 4 P.M.  
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Thursday, the 10th Oct., at 3 P.M.  
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chinglu*, on Saturday, the 12th Oct., at 4 P.M.

## OPPIUM QUOTATIONS.

Hongkong, 26th September.  
 To-day's quotations are as follows:—  
 BENGAL—New Patna ..... @ 95/30  
 New Benares ..... @ 92/10  
 Old Benares ..... @ 92/10  
 Old Patna ..... @ 92/10  
 MALWA—This and last year's new @ 80/70  
 2 1/2 years' old ..... @ 80/60  
 4 1/2 years' old ..... @ 80/50  
 Buttermilk ..... @ 92/00  
 PERSIAN—Fine quality ..... @ 80/80

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Falshan*, British steamer, 1,225, Lossius, Hongkong, Canton, and Macao Steamboat Co.  
*Honam*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Powin*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hoi-long*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.

## Hongkong and Macao.

*Heungshan*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.  
 Macao and Canton.  
*Lunghua*, British steamer, 1,41, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kianglung*, Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co.

## Canton and West River.

*Lunghua*, British steamer, 1,41, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*City of Whampoa*, Chinese steamer, 40, Ah Yon.  
*Sun Chow*, Chinese steamer, Ah Yon.

## Hongkong and West River.

*Saikong*, British steamer, 239, D. Bowie, Kwong Weng Steamship Co.  
*Cheung Keng*, Y. Kun, 58, Kwong Wan S.S. Co.  
*Kwai Lum*, British steamer, Kai Hing & Co. Ltd., American lorchas.  
*Namting*, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. S.

## Lorchas and Schooners.

*Kuting*, lorchas, 160, Reynolds, Hongkong to Canton, Hong Kum Sing.

## VESSELS IN PORT.

Steamers.  
*ALCOA*, British steamer, 1,252, Hansford, 24th Sept., Seattle 1st Aug., and Manila 21st Sept., Hemp—Doddwell & Co., Ltd.  
*BAKAN MARU*, Japanese steamer, 820, F. Kawamoto, 24th Sept., Japan 17th Sept., Ballast—Japanese.  
*CHANGSHA*, British steamer, 1,463, T. Moore, 12th Sept., Shanghai 9th Sept., General—Butterfield & Swire.  
*CHARTERHOUSE*, British steamer, 1,278, Joslin, 20th Sept., Singapore 13th Sept., General—Joo Tek Sang.  
*CHUNSHAN*, British steamer, 1,418, L. A. Muir, 24th Sept., Java 15th Sept., Sugar—Jardine, Matheson & Co.  
*DIUTEROS*, German steamer, 1,001, F. Frahm, 24th Sept., Saigon 20th Sept., Rice—Siemens & Co.  
*ELCANO*, American steamer, 501, R. de Alhenage, 3rd Sept., Manila 31st Aug., Ballast—Brandao & Co.  
*ERIDAN*, French steamer, 927, Ristorcelli, 25th Sept., Saigon 20th Sept., General—Messageries Maritimes.  
*GERMANIA*, German steamer, 1,714, A. Bendixen, 25th Sept., Sourabaya 15th Sept., Sugar—Jensen & Co.  
*GIANTARO*, British steamer, 2,350, R. A. Donaldson, 25th Sept., Saigon 21st Sept., Rice—McGregor, Ltd. & Co.

*HERMAN MENZEL*, German steamer, 1,125, Shunt, 18th Sept., Newchwang 12th Sept., Beans—E. A. Trading Co.  
*INARA MARU*, Japanese steamer, 6,000, Wm. Bainbridge, R.N.R., 24th Sept., London via Ports 16th Aug., General—Nippon Yusen Kaisha.  
*KACHIBATE MARU*, Japanese steamer, 2,347, S. Fujiki, 24th Sept., Kuchinotzu 19th Sept., Coal—Mitsui Bussan Kaisha.  
*KOH-SI-CHANG*, German steamer, 1,291, Leuss, 21st Sept., Bangkok 14th Sept., General—Butterfield & Swire.  
*KONG BENG*, German steamer, 862, Moller-mann, 24th Sept., Koh-si-chang 18th Sept., Rice—Melchers & Co.  
*LIGHTNING*, British steamer, 2,142, J. G. Spence, 20th Sept., Calcutta 31st Aug., Penang and Singapore 14th Sept., General—David, Sassoon Sons & Co.  
*LOOSOK*, German steamer, 1,020, T. Fuchs, 23rd Sept., Bangkok 16th Sept., Rice—Butterfield & Swire.  
*MAUSANG*, British steamer, 1,204, W. D. Welsh, 25th Sept., Sandakan 17th Sept., Timber—Jardine, Matheson & Co.  
*MICHAEL JENSEN*, German steamer, 710, J. Jessen, 25th Sept., Haiphong and Hioh 24th Sept., General—Jensen & Co.  
*OLYMPIA*, American steamer, 1,730, John Truebridge, 25th Sept., Tacoma via Japan 24th Aug., General—Doddwell & Co., Ltd.  
*PHRA NANG*, German steamer, 1,021, Mangelsdorff, 24th Sept., Bangkok and Koh-si-chang 17th Sept., Rice and Wood—Butterfield & Swire.  
*PROGRESS*, German steamer, 687, H. Meyer, 25th Sept., Tauron 22nd Sept., General—Siemens & Co.  
*ROSETTA MARU*, Japanese steamer, 2,402, N. Tate, 24th Sept., Yokohama via Ports 17th September, General—Nippon Yusen Kaisha.  
*TAKSANG*, British steamer, 1,677, W. P. Baker, 22nd Sept., Bangkok 16th Sept., General—Jardine, Matheson & Co.  
*TRIGONIA*, British steamer, 1,069, Powell, 20th Aug., Shanghai 16th Aug., Kerosine—Arnhold, Karberg & Co.  
*VICTORIA*, American steamer, 2,112, J. Pantion, 1st Aug., Tacoma, U.S.A. 4th July, General—Doddwell & Co., Ltd.  
*VICTORIA*, Swedish steamer, 989, J. A. Hillberg, 22nd Sept., Java 11th Sept., Sugar—E. A. Trading Co.  
*YUENSANG*, British steamer, 1,128, P. H. Rolfe, R.N.R., 24th Sept., Manila 20th Sept., General—Jardine, Matheson & Co.

## Sailing Vessels.

*CELESTE BURRILL*, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th May, Ballast—Order.  
*GEO. VALENTINE*, French bark, 766, Harbert, 23rd Aug., Haiphong 15th Aug., Ballast—Order.

## HELEN H. WYMAN, American ship, 1,664, D. A. Vanhon, 10th Sept., Chefoo 28th Aug., Ballast—Arnhold, Karberg &amp; Co.

*I. F. CHAPMAN*, American ship, 2,013, Chapman, 10th Aug., Kobe 19th July, General—Arnhold, Karberg & Co.

*KENTMERE*, British ship, 2,147, Bundy, 19th Sept., New York 5th May, Oil—Standard Oil Co.

*LAUNBERG*, American bark, 906, McDougal, 14th Aug., Cebu 6th Aug., Ballast—Master.

*L. SCHEPP*, American ship, 1,673, Kendall, 5th July, Manila 25th June, Ballast—Carlowitz & Co.

*MANUEL LLAGUNA*, American ship, 1,650, Nichols, 29th June, New York 3rd May, Kerosine Oil—Standard Oil Co.

*SEA WITCH*, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.

*STATE OF MAINE*, American ship, 1,457, Colcord, 8th Sept., New York 4th May, Kerosine—Standard Oil Co.

*SUBSISTANCE*, American ship, 2,590, M. T. Bailey, 24th July, Manila 17th July, Ballast—Siemens & Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 26th, 1901.  
*Albatross*, despatch vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Easlake, Wei-hai-wei.  
*Albion*, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.  
*Algerine*, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.  
*Arethusa*, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, Woosung.  
*Argonaut*, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.  
*Astron*, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. G. J. Baker, Amoy.  
*Aurora*, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.  
*Barfleur*, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki.  
*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Taku.  
*Bramble*, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.  
*Brisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart., Singapore.  
*Britomart*, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.  
*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.  
*Didon*, 2nd-class cruiser, 4,300 tons, 11 guns, 9,000 h.p., Capt. T. H. Ward, Shanghai.  
*Edith*, 1st-class cruiser, 5,600 tons, 11 guns, 12,000 h.p., Capt. Stokes, Amoy.  
*Endymion*, 1st-class cruiser, 7,300 tons, 12,000 h.p., 12 guns, Capt. A. W. Page, C.M.G., Taku.  
*Esk*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.  
*Fame*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.  
*Firebrand*, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Pownall, Canton.  
*Glory*, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.  
*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.  
*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.  
*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. C. G. Hardy.  
*Humber*, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.  
*Iris*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, M.V.O., Hongkong.  
*Janus*, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.  
*Ocean*, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Wei-hai-wei.  
*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.  
*Offer*, torpedo-boat destroyer, 350 tons, 6 guns, 5,300 h.p., Lieut. and Com. C. P. Mansel, Taku.  
*Phaon*, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

*Pigmy*, 1st class gunboat, 755 tons, 6 guns, 1,100 h.p., Lt. and Comdr. Oldham, Amoy.  
*Pique*, twin screw, and class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.  
*Plavor*, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. G. V. de M. Cowper, Shanghai.  
*Rambler*, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.  
*Redpoll*, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.  
*Robin*, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. Webster, West River.  
*Rosario*, sloop, 983 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.  
*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cair, West River.  
*Snipe*, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.  
*Swift*, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.  
*Taku*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
*Talbot*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stophord, Wei-hai-wei.  
*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
*Terrible*, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.  
*Tweed*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.  
*Waterwitch*, surveying-ship, 620 tons, 450 h.p., Lieut.-Comdr. Lyne, Shanghai.  
*Watling*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.  
*Wivern*, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
*Woodcock*, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiangning.  
*Woodlark*, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.  
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

*Holland*, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.

*Kaiserin Elisabeth*, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.

*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossum, Swatow.

*Leopard*, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.

*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

*Maria Theresia*, Austrian cruiser, 10 guns, 5,000 tons, 9,750 h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.

*Piet Hein*, Dutch cruiser, 3,600 tons, 4,735 h.p., Capt. Janse, Taku.

*Zaire*, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

*Zenia*, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## The Russian Squadron.

*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

*Admiral Nakimoff*, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolsky, at Tientsin.

*Alouvi*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elitsky, at Nagasaki.

*Bolov*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

*Dimiri Donosky*, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Taku.

*Gremiaschky*, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.

*Koreysky*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

*Mandjoug*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.

*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venish, at Nagasaki.

*Nayadun*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

*Oltavny*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copianoff, at Shanghai.

*Petrovsk*, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

*Poltava*, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

*Rosita*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

*Rozhynsk*, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

*Rurik*, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 15 class, 48 guns, 13,500 h.p., Capt. Haupt, at Taku.

*Sevastopol*, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melusky, at Nagasaki.

*Silala*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

*Sivout Veliky*, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Taku.

*Sivoutch*, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatfin, at Nagasaki.

*Sueaborg*, 1st class, Russian torpedo boat, 660 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchomsky, at Port Arthur.

*Vorotok*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchovsky, at Nagasaki.

*Vladimir*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulin, at Taku.

*Zakhata*, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkiruff, at Nagasaki.

(1st and 2nd class.)

*Delphin*, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

*Forel*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Janitchik*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

*Kaninka*, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.

*Kit*, Russian torpedo boat, 350 tons, Captain Kivnarky, at Shanghai.

*Narvick*, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

*Nimrodd*, Russian torpedo boat, 87 tons, 4 guns, 1,900 h.p., 22 knots.

*Podvinsk*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Silk*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Silk*, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.

*Skorpion*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sokolnik*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Sem*, Russian torpedo boat, 400, Capt. I. A. Giers, at Shanghai.  
*Sterpad*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Stryas*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Singur*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

## (SEA GOING.)

*Norva*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.

*Neval*, 1st class, Russian torpedo boat, 95 tons, 3 guns, 2 torp tubes, 750 h.p., speed 22 knots.

*Ussur*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Flagship of Vice-Admiral Alexieff.

Flagship of Rear-Admiral F. V. Dubosoff.

Flagship of Rear-Admiral Reznoff.

## THE GERMAN SQUADRON.

*Jussard*, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.

*Friest Rismark*, German flag-ship, 11,000 tons, 36 guns, Capt. Graf. Lottke, at Taku.

*Giffon*, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

*Geier*, German cruiser, 1,600 tons, 8 guns, Capt. Baker, at Shanghai.

*Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.

*Hela*, German despatch vessel, 4,000 tons, 12 guns, Capt. Rimpold, at Woosung.

*Hartha*, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

*Ilia*, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Schauer, at Hongkong.

*Irene*, German cruiser, 4,200 tons, 8 guns, 4,930 h.p., Capt. Stein, at Nagasaki.

*Jaguar*, German gunboat, 1,000 tons